MEMORANDUM

TO : AVP-TPE

FROM : BM-SGN

SUBJECT: Monthly Report

DATE: 13 March 1970

REF. No. BMSGN/70/83

Saigon Base Monthly Report for February 1970 is forwarded in three copies for your file.

Comments concerning Customer Relations was overlooked in the attached report. This oversight will be corrected in succeeding reports. Meanwhile Customer Relations remain unbelievable - good, that is.

E.J. Theisen

SAIGON BASE MONTHLY REPORT FEBRUARY 1970

- I. GENERAL
- 1. Total block time for February was 5482 hours vs 6332 hours in December. January
- 2. VN-70 Customer (USAID/OORDS) terminated C-47 (GFE)43-16083 and C-47 (CFE) B829 effective 1 March 1970 due to failure to attain prescribed minimum on C-47 aircraft \cdot C-47 083 is now in temporary storage at Tan Son Nhut.
- 3. Effective 28 February 1970, Beech N7950C was dropped from the ARPA (0030) contract and replaced with VTB N9577Z on 1 March 1970. N7950C was ferried to BKK on 6 March.
- 4. C-46 B912 will be substituted for B146 on 10 March after receiving No. 3 service at Tainan.
- 5. In view of the foregoing, the Saigon fleet stands at 49 aircraft vs 78 aircraft two years ago, with one C-47 #083, one VTB #695C, two 10-2s #622C and #77Y, and Helio #B849 in temporary storage. 41 aircraft comprise the active (basic) fleet on contract with C-46 #984, Porter #152L and C-47 #B829 carried as spares.

Two helicopters N8514F and N8535F were sent to UTH for TCS 18-28 February 70 at customer direction.

- 6. There were no major flying accidents in February 1970.
- 7. Our pilots continue to look sharper each day due to recent improvement in uniform by adding shoulder insignia and "scrambled eggs" to the hat shield. I observe the "duck tails" and sideburns getting shorter gradually. Attached are pittures of MFD Tidwell and Senior FEPA Representative SGN, Capt Zurla. I sincerely feel we must go one step further in the professional appearance of our pilots: Stay-pressed "wash and wear" pants of good quality plus an "Arrow Decton" type stay-pressed shirt. It has been my observation that if we dress our pilots up like gentlemen they tend to act that way both on and off the job with an improved professional performance.
- 8. Proposals to upgrade upcountry hostel facilities are being formalized to forward to AVP in the very near future. FEPA has participated with us and their recommendations have been considered...
- 9. The rising "free market" rate of 180 MPC to one USD and 400 piastres to one USD is having a marked effect on local economic conditions. Also merchants and local business men are taking into account the

strong rumor that the piastre will soon be devalued. They either delay any further business transactions while they wait to see what happens, or attempt to "make a deal" at an exorbitant price.

II. FACILITIES DEVELOPMENT

1. The hotest facility development projects are AR/69/055 "Renovations of Operations Building" (\$20,605), and AR/69/054 "Renovation/Relocation of various AAM Shops and Offices" (\$6,170). These ARs were forwarded to BCO TPE in October 1969. Priority approval would resolve a long standing problem of inadequate working environment due to past customer resistance to approving development of a new Operations/Administrative facility. With the accomplishment of the two cited ARs, Saigon Base will finally achieve an efficient working environment for all activities and provide a long standing facility requirement (i.e. locker and shower room) for pilots.

III. GENERAL AFFAIRS

- 1. Cost of living Prices go on increasing amidst strong and sustained rumors that the piastre will soon be devalued. These rumors were based on the following indicators:
- a. Forecast of GVN-financed import program for 1970 is lower than that of 1969. The reason being, as the US is pulling out, GVN funds of US Dollars accruing from the sale of piastres to the GI and Army's contractors is decreasing.
- b. The commercialized import program (American aid) and P.L. 480 (US agricultural surplus products) may remain unchanged or slightly increase but far from being adequate to offset GVN increase spending, as a result of Vietnamisation of the war (particularly defense spending).
- The piastres generated by these import programs and the resulting tax normally accounts for almost half of the total Government revenues. With these sources of revenues decreasing, the budget deficit estimated at 50 billions plastres is likely to be greater. More and more money will be chasing fewer and fewer goods.
- 3. The government efforts to bring rice from the rice surplus area (the Mekong delta) to the rice deficit area (Central VN and the highland) has failed. The farmers deliberately postpone sale in anticipation of higher price in the near future. Price of gold is officially fixed at 12,000 piastres per tael but the market price is VN\$20,000. The black market rate for the green dollar and the MPC reached an all-time high of VN\$400 and VN\$180 respectively.

IV. SECURITY

- 1. Rumored public disturbances None
- 2. Historical or customary dates & particulars forthcoming demonstration -None.

V. MEDICAL

Number of visits: 1069

Accidents: 80 Outcalls: 8

Physical Examination: 13

Sick leaves: 210

VI. PERSONNEL

1. A very routine month, with one exception: the TNN Training Program Candidates finally departed. We kept quite busy ministering to their last minute needs and assisting in their preparations for departure.

2. Personnel Strength - Saigon Base

Classif.									Tota	
	GRD	FLT	GRD	FLT	GRD	FLT	GRD	FLT	GRD	FLT
Permanent	38	130	131	12	137	2	13	4	319	148
									Tota	1
	GRD	FLT	GRD	FLT	GR	D FLT	GRD	FLT	GRD	FLT
Permanent	524 [#]	13**	2		:	2	ı*		529	13

Pre-Processed:

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Temporary:

GRD 1

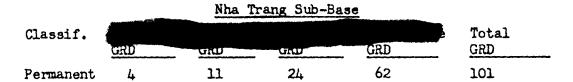
(*) : (#) : (**) L

Ground Personnel: 857

Flight Personnel: 162

Total : 1019

		Janang Sub-	-Base		
Classif.	GRD	GRD	GRD	GRD	Total GRD
Permanent	L .	14	19	72	109



		Can Tho S	ub-Base	
Classif.				
	GRD	GRD	GRD	GRD
	1	10	2	13

VII. TRAFFIC/AAM

			January	February
Passengers departure Passengers arrival Outbound cargo SGN Inbound cargo SGN		contracts)	6,356 6,542 91,938 87,330	5,212 5,958 40,940 39,849

TRAFFIC/USAID

Cargo (including AF Caricou A/C)

	January	February
Outbound (lbs) SGN	1,458,201	1,209,056
Inbound (lbs) SGN	450,007	491,550

VIII. OPERATIONS

1. There were 16 controllable and 77 non-controllable delays with a total of 937 Saigon departures. Early morning Saigon ground fog continued to be the major factor in the non-controllable delays.

FIC, GTD and the Emergency Equipment Room are in good order.

2. Flight Time Report (see Attachment A)
Aircraft Incidents Report (See Attachment B)

3. Acciden	A/C Type/No.	Location I	iemarks
16	DHC-4, N544Y	Noted at SGN after last trip of day	R.H. nose gear outer rim damaged. Suspect from piece of rock/large stone or the edge of bent-up PSP during days operation.
22	C-46/N67985	CORDS Ware- house Ramp	Driver attempted to pass under left wing of aircraft - Forklift impacted aileron resulting in minor damage. Driver was issued a written reprimand - Two days suspension.

4. Ground Transportation	
Aggregate microbuses mileage	20601 km or 12875 miles
Microbuses down-time	184 hrs 12'
Microbus pax carried	3242 pax
Isuzu bus mileage	4556 km or 2847 miles
Isuzu bus downtime	54 hrs
Isuzu bus pax carried	10490 pax
Supply vehicle mileage	1504 km or 940 miles
Supply vehicles down-time	103 hrs

5. Flying The month brought many changes in supervisory personnel and instructor pilots. Considerable F/O training was accomplished during this month. We had (DHC-4) and C-47 initial ground school coverage. The realization of equitable flying time and duty time among our American First Officers is slowly approaching.

FWPA still is in the "lime light" with negotiations continuing at Tokyo. There was a strong threat of a standdown beginning on 20 Feb. Proper negotiations on part of the company must have been accomplished as the threat of a standdown was averted. The morale of our pilots are at an all time high with great expectations on the part of the negotiations taking place.

Morale of the VTB pilots has improved tremendously with an increase in flying time in the program.

The most significant item for the month was that it was a totally accident/incident free month.

IX. TECHNICAL SERVICES

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1. February was a good month with Maintenance Delays far less than January. It does indicate improvement in Maintenance quality.

We are now screening several of our TCN's who have responded to our request for 204B Flight Mechanic Trainees.

We recently finalized a formal Training Program for upgrading employees working in the Supply Dept at Saigon. The intent is to utilize the Supply Trainee course that was developed by Tainan.

2. Aircraft Maintenance - The general activity and work load have further declined during the month, which has resulted in a low total number of aircraft departures and arrivals.

The completion of No.4B service on Porter N285L was delayed by several days due to late return of several overhauled components from the Main Base and also the nonavailability of some of the items in stock.

3. Rotary Wing - Flight time was down somewhat for the month because of Tet holidays and the temporary transfer of N8514F and N3535F to Udorn for 10 days.

Transponders are now installed in all but one 204B, however with no spares available it's rather difficult to maintain these units as no repairs are allowed at Regional Stations.

4. Shops Overall Shop activities remained on an even par.

The USFAA Inspection Authorization (IA) activities increased during the month with Annual Inspections on two Porters and one Volpar.

- 5. Planning/Engineering The Planning and Production Control Section pre-planned, scheduled and processed, for aircraft of all types; 493 overnight services; 17 number one services; 19 number two services; 2 number three services; 3 annual inspections 6 engine changes (1 for 204B); 6 propeller changes; 85 FA's; 30 SI's; 4 EI's 137 time controlled components change on 204B; one T53 engine hot section inspections; 1 main rotor hub change; 1 main transmission change; and 204 shop work orders.
- 6. Utilities Maintenance The TSN Airport well pump broke down for 5 days during this month and PMD had to revert to reinstallation of water pumps in the well near the Operations Bldg, as a source of water.
- 7. Electronics This month must be registered as one of much accomplished EA, EI, SI to SVN base aircrafts.
- A total of 13 ATC Transponder installation was completed. This brings to a total of 26 aircrafts equipped with transponders in SVN.
- S. Technical Training The following courses were completed during February: Auto Maintenance, Non Destructive Testing. Courses were in Progress: Ground Equipment and Aircraft Welding. Four FAA Oral & Practical A&P examinations were conducted.
- Fifteen Trainees were sent to Tainan for the International Line Service Mechanic's Course. The remaining ten Trainees should depart within the next few days.
- 9. Quality Control Four Inspectors have satisfactorily completed the Technical Training Course on Non-Destructive Inspection.

The number 4 service on PC-6 N2S5L was completed this month with no major problems encountered for this dept.

10. Supply - The relocation project is still underway. The tools sale display cabinets fabrication and installation was completed early this month. The relocation of the Tool Crib Issue Window, now next to the Main Issue Window was completed too. Both Stock Control Section and Shipping & Receiving Section have maintained a smooth and normal function.

ADDENDUM

FISCAL

- 1. Customer Relations Contract VN-70 has dropped two C-47 as of 1 March 1970 and also notified us they plan to drop the C-46 on the CAL sub-contract.
- 2. Budget Matters Total net reduction of personnel during the two month period was 34. The monthly presentations of cost data continued to generate a lot of interest in our progress. Evaluation of monthly salary costs indicates almost all departments have made significant progress in reducing costs this fiscal year. For example total salary costs for April 1969 were \$779,934 while total salary costs for December were \$595,622 for a total reduction of \$184,312.00. We are looking hard at remaining problem areas to see what further improvements can be made.
- 3. Exchange Rate No change has occurred in the official exchange rate for piastres. Rumors abound or to the possibility of devaluation although no one can give us any definite information as to when or how much. Meanwhile the Black market rate continues to rise. Latest information is VN\$400 to US\$1.00.

SAIGCN BASE FLICHT TIME REPORT FEBRUARY 1970.

1.	Contract	3001				
±.	COMPLET.	1001 -	Reve		None-R	evenne
		A/C Ho.	Block Time	Flight Time	Block Time	
		N67984	133+45	110+53	13+19	10+17
		N67985	156+29	131+04	7+33	6+31
		B910	138+13	114422	16+26	13+30
	,	B928	124+36	105+13	12+44	10+48
		B146	126+16	102+19	4+33	3+46
		6147	66+09	51+02	22+58	19+46
		8084	123+52	107+26		
		5559	92+43	79+03	1+08	1+00
		5994	67+03	51+07		
		B829	121+41	102+28	4+04	3+15
		6083	114+26	95+35	2+55	2+28
		H539Y	124+17	109+23	22+36	20+54
		NSLAY	72+39	60+02	2+58	2+36
		N95182	97+38	84+51	8+23	7+34
		N6154U	56+40	50+43	4+51	3+37
		N9956Z	144422	129+26	1+57	1+34
		¥777QB	31+55	27+64	6107	5+13
		195772	100+04	84+14	2+06	1+25
		¥9838Z	85+C4	72+32	2+39	2+10
		13728G	86+20	69+50		
		1796640	1+51	1+31		
		N3674G	110+10	92+20		
		N7695C	24+25	20+09		
		M91295	87+44	76+00	2+06	1+42
		N2851.	62+36	53+23	1+26	0+52
		K391 R	100+24	87+54	1+14	0+30
		N394R	15+13	12+34		•
		N9444	125+35	109+49	1+34	0+51
		N198X	64+22	62+50		
		M153L	110+37	103+20	2+53	2+15
		NO.SOK	15+02	13+54	1+05	0+57
		M12450	128+19	113+28	0+30	0+16
		N748N	107432	91+27	11+35	9+34
		N152L	57+34	47+11	6+17	5+18
		MISLI	120+51	104+56	0+35	0+22
		H185K	12+18	11+42		
		N1921	9+06	8+27		
		1393R	106432	105407		
		1194X	96+56	83+26	2+46	2+15
		11303X	178426	178+26	9+10	9+10
		M1304X	122+07	122+07	5+30	5+30
		X1305X	95+24	95+34	2+20	2+20

N1306X H1307X N8514F N8535F	74+19 25+30 51+18 50+41 4027+54	74+19 25+301×10 51+18 50+41 3536+20	12+05 1+30 1+20 2+30 203+45	12+05 1+30 1+20 2+30
2. Contract 7002 -	3+39	3+19		
B14,6	29+32	25+17		
n5447 n95182	2+37	2+09		
86154U	39+43	33+29		
119956Z	0+44	10+38 40+20		
¥77708	47+23	20+12		
¥95772	22+53	3+40		
19838Z	4+16 21+33	17+46		
13728G	8+15	7+07		
1966LC	7+41	6+39		
n3674G n7695C	31+51	27+49		
191295	17+54	15+22 15+34		
H285L	20140	21+27		
N391R	25+13 41+58	37+14		
N394B	7+56	6+57		
11944	62+14	5914 2		
N1981 N1531	21+34	17+22		
NISOX	42+34			
N748N	27+23	4.37		
N152L	9+07	E 1977		
nishi	5+5! 107+1	101+12		
K1.85K	52+5	n 45+20		
1192I	440	9 4100		
1193E 1194I	33+4	2 29100		
N1303X	1+0	0		
N1304X	2+3	AT 120		
N1305X	27+9 2+6	~ ~ ~ ~ ~		
N1306X	77+	39 TH37		
M307X	81+	1), 81T)4		
k8514F 68535F	76+			
Sub tot	al 9681	41 885+51		
3. Contract 7003 -				
The state of the s	6-	158 5157		
B910 B928	1:	134 9455		
E146		145		
6147		TAP : 2 - ED		
5994	/ 	HAT 3+39		
R7518	Z	0+48 0+48		
189577	Z 5	1409 2+15		
N9838		1+59 1+21 2+62 2+16		
B3674		2+42 2+16		

		N393R	2+28	1+47
		N391R	4+50	3+51
		149444	15+25	11+32
		K153L	1+08	0+55
		1748 8	1+09	0+56
		H152L	1+53	0+53
		1393R	2+45	1+53
		M1306X	36+46	36+46
		H1307X	5+10	5+10
		N8535F	16+30	16+30
		Sub total	139+54	118+55
4.	Contract	0030 -		
		N7950C	48+37	39+20
		N1303.I	1+11	1+11
		Sub total	49+48	40+31
5.	Contract	0069 -		
		149664.C	79+47	7 0+07
		8064	4+26	3+56
		13728G	7+15	6+55
		Sub total	91+28	80+58

TOTAL	REVENUE	BLO	CK TIM	E	5277+45
Ħ	#	FLS	HT IL	ME	4662+35
TOTAL	NON-REVI	enue	BOOCK	TIKE	203+45
**	12		FLICE	T TIME	175+41

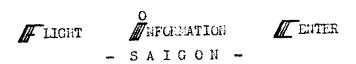
CHAND TOTAL BLOCK TIME 5481+30

" FLIGHT TIME 4838+16

Flight Time by Type of Aircraft

	Reve	znue	Non-Revenue		
Type of A/C	Block Time	Flight Time	Block Time	Flight Time	
0.16	702+18	583+02	54+35	44+52	
C-46	487+07	400+00	27+01	23+14	
C-47 Bailed C-47	121+41	102+28	4+04	3+15	
	230+28	198+21	25+34	23+30	
DHC-4 VIB	1128+07	968+53	25+11	23+15	
10-2	48137	39+20			
Porter	1634+08	1445+12	2 9+5 5	23+10	
204-8	925+19	925+19	34+25	34+25	
TOTAL	5277+45	4662+35	203+45	175+41	

L. G. Parrish SCH/SCN



- MONTHLY ACTIVITY REPORT -1 - 28 February 1970

ART I
- Ground Fire Incidents -

: Date :	A/C No., Type & Contract	Place	Description
Ol řeb.	N8535F : 204-B 7001 :		: After take off from an outpost, the PIC heard : heavy small arms fire directed at the a/c. : Capt. BASHAM immediately made a sharp left : hand turn and departed the area. No a/c : damage or personnel injury involved.
: 06 Feb.:	N1305X 204-B 7002	: XR 3196 : :	As a/c was on touchdown at IZ, Capt. CASE observed ground personnel running for cover. After hurriedly disembarking six RD troops, the PIC immediately took off observing mortar fire in the IZ as a/c gained altitude. No a/c damage or personnel injury involved.
: 17 Feb.:	N1304X 204-B 7001	BT 1050	: As a/c was climbing, the PIC observed tracer : fire to the rear of a/c. Capt. WINSTON : changed course and departed the area. No a/c : damage or personnel injury involved. :

ART II
- Situation Summary -

Light enemy activity prevailed during the month of February. Acts of terrorism in Saigon and the uncovering of rice and weapons caches highlighted this months reports. Some fourteen terrorist/sapper incidents were reported in Saigon which included the shooting and subsequent wounding of a MACV courier who was proceeding down Pasteur Street shortly before sunrise on the Sth. Some twelve hours later an estimated twenty pound charge detonated at the corner of Tu-Do and Le-Loi Streets

ART II - Situation Summary - (Con't) -

on top of the VN Press Club resulting in extensive damage but no casualties. On the 27th a terrorists placed a ten pound charge near the wall of the metropole BEQ resulting in 4 WIA and minor damage. Two km SE of MACV headquarters, a USAHAC bus entering the intersection of Vo-Tanh and Truong-Tan-Bun Streets received one round of sniper fire wounding a USN Petty Officer.

Allied forces reported discovering enemy caches in the Central highlands, III Corps, and the Delta. Certainly one of the biggest finds of the war was uncovered at Ran-Rang (V148) where to date 169 tons of various types of rifles, mortars, rockets, and minitions have been unearthed at 33 different cache sites. In addition to munitions and weapons, large numbers of picks, shovels, and entrenching tolls (manufactured in India) were recovered as well as bicycles, medical supplies, radio equipment, clothing, detonating cord (533, 525'), rocket motors (139) and rocket warheads (16). Of particular interest is how and when this amount of supplies reached an area 45 miles from the closest point of the Cambodian border. Analyst estimate that some of the material had been in place less than three months and that some storage bunkers were constructed less than six months ago. The supplies were in good condition with no sign of deterioration. While it is believed the supplies were transported via what is know as the JCILEY Road to what extent vehicles were utilized is undetermined. Interestingly enough local newspapers report that a herd of some forty elephants were Sighted at the cache site six months ago and another herd of some ninety elephants five months later.

> R. N. Begien III OPSP/SGN